Section 1: Mile 0.0 to Mile 5.0
West Rutland Substation through Proctor and Pittsford

Section 2: Mile 5.0 through to 15.2
Brandon through to Leicester

Section 3: Mile 15.2 to Mile 23.3
Leicester through Salisbury to Middlebury

Section 4: Mile 23.3 to Mile 35.5
Middlebury through to the New Haven Substation

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Mile 0.0

View of the West Rutland Substation, located on Pleasant Street past the residential neighborhood in West Rutland, at the end of a long access road.

Mile 0.0

Access road to the substation. The substation is actually situated in a somewhat scenic area that is characterized by wooded hillsides and an undeveloped open space including wetland areas with some sensitive flora.

Mile 0.0

Screening around substation fencing. Adding a new line and additions to the substation plus existing conditions constitute an adverse condition as collectively this infrastructure mars an otherwise scenic, undeveloped area.

Aerial Photograph Map and Location Map

DPS-DR-1

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Mile 0.0

View of existing transmission lines (not associated with NRP project) descending from the south into the West Rutland Substation. Existing tree-cut is visible. These lines are part of the viewscape in the area where the proposed 345kV will run.

Mile 0.0

View from Whipple-Hollow Road with typical roadside screenings in foreground.

Mile 0.0

View of the substation from Whipple-Hollow road (telepho-to view - not what may be seen by the human eye). View of transmission lines descending into the West Rutland Substation. Tree-cut is visible

Aerial Photograph Map and Location Map

DPS-DR-1

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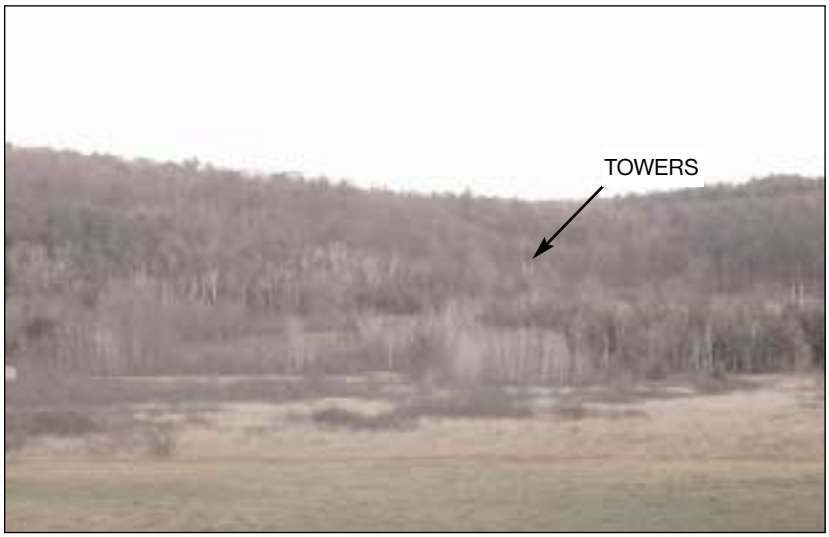
Mile 0.0

View of substation as high-voltage transmission lines continue south of West Rutland Substation.



Mile 0.1

View as lines head in to the substation off of the mountain ridge.

Mile 0.5

Transmission lines viewed from Whipple-Hollow Road. Existing 115kV line runs on the ridge, it is visible just above the hillside shadow.

Aerial Photograph Map and Location Map

DPS-DR-1

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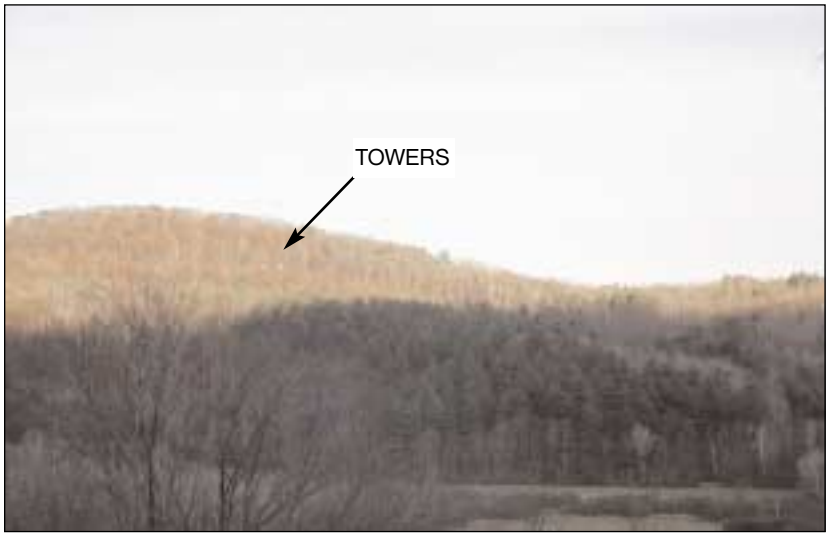

Mile 1.0 approx.

Towers are visible from among the trees on the hillside - the towers appear “lit-up” from the sunset. Viewed from Whipple-Hollow Road.

Mile 1.0 approx.

On the right, the hillside cut is visible showing the transmission lines heading south after leaving the substation (these lines are not part of the proposed NRP upgrade). On the left, lines are not easily visible on the ridge north of the West Rutland Substation.

Mile 1.0 approx.

Lines are somewhat visible from Whipple-Hollow Road. Existing vegetation / tall trees along road help to screen views to the transmission lines.

Aerial Photograph Map and Location Map

DPS-DR-1

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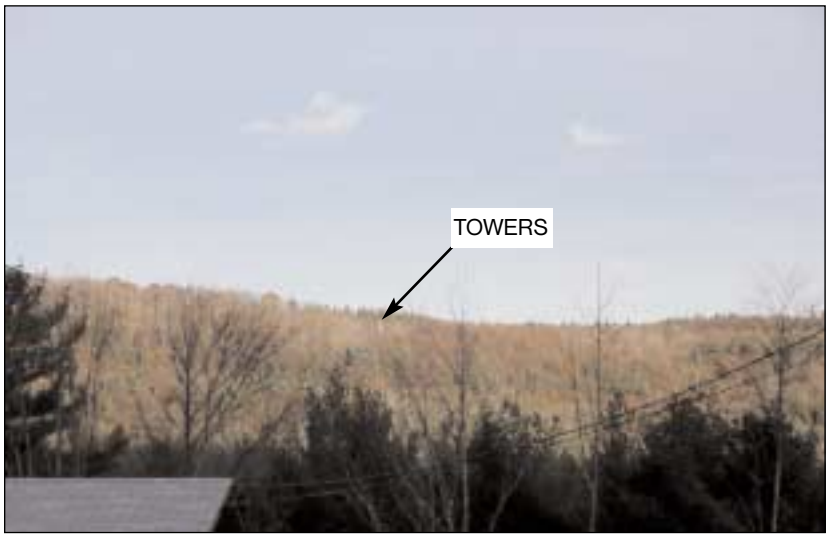
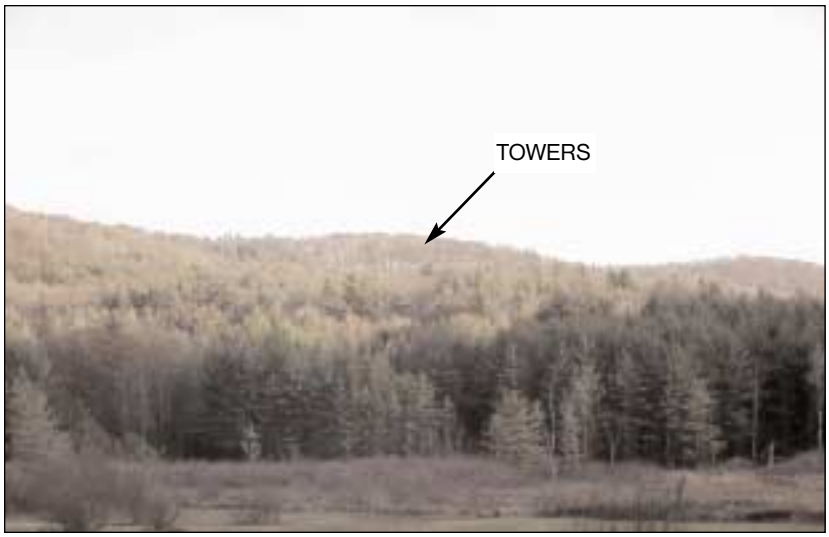
Mile 2.0

At the West Rutland town line the transmission lines are visible on the ridgeline from residential buildings on Whipple-Hollow Road.



Mile 2.0

Light-colored towers stand out especially in the sunset. The corridor is going to be widened from approximately 150 feet cleared land to another 100 feet of cleared area resulting in an overall corridor clearing width of from perhaps 250 feet to as much as 300 feet.



Mile 2.0

The widening of the corridor and subsequent cut on the hillside will substantially impact the appearance of the corridor and its “cut” on the hillside. This will be particularly noticeable in the areas with steeper slopes. This entire section with the addition of a new line an corresponding structures up to Mile 5.7 will result in an adverse impact to the forested landscape of the area.

Aerial Photograph Map and Location Map

DPS-DR-1

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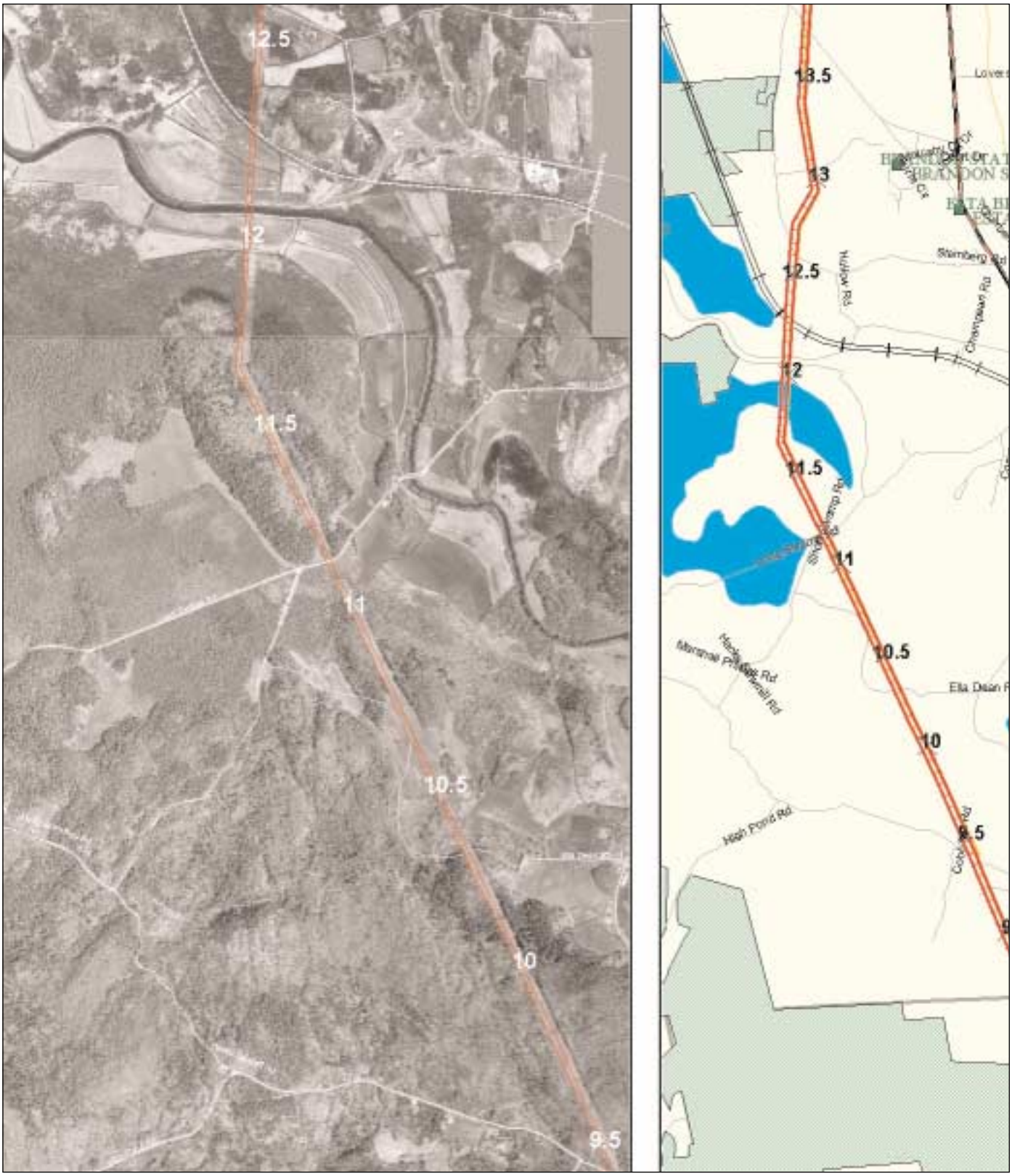
Mile 5.5 On Whipple Hollow Road at crossing, looking south.

Mile 5.5 Tower placed very close to the road, looking south.

Mile 5.6 View north from Whipple Hollow Road, of towers along ridgeline. The area in the vicinity of Whipple Hollow Road and the Florence Substation is not a densely settled are and has significant scenic qualities. The changes proposed here will increase the discord of the line with the landscape.



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Mile 12.1

View of existing 115kV line at the Otter Creek Crossing at Route 73 (Champlain Street).

Mile 12.1

View at the Route 73 crossing. Utility tower is right at road crossing with no screening.

Mile 12.1

View north as transmission line heads up the distant hill. Note how existing foreground shrubs help to block and screen towers. The proposed line will require extensive clearing in this area, and will not harmonize with the landscape resulting in an adverse impact.

Aerial Photograph Map and Location Map

DPS-DR-1

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Mile 13.7

View looking north from Arnold District road. Note existing 115kV pole located at roadside.

Mile 13.8

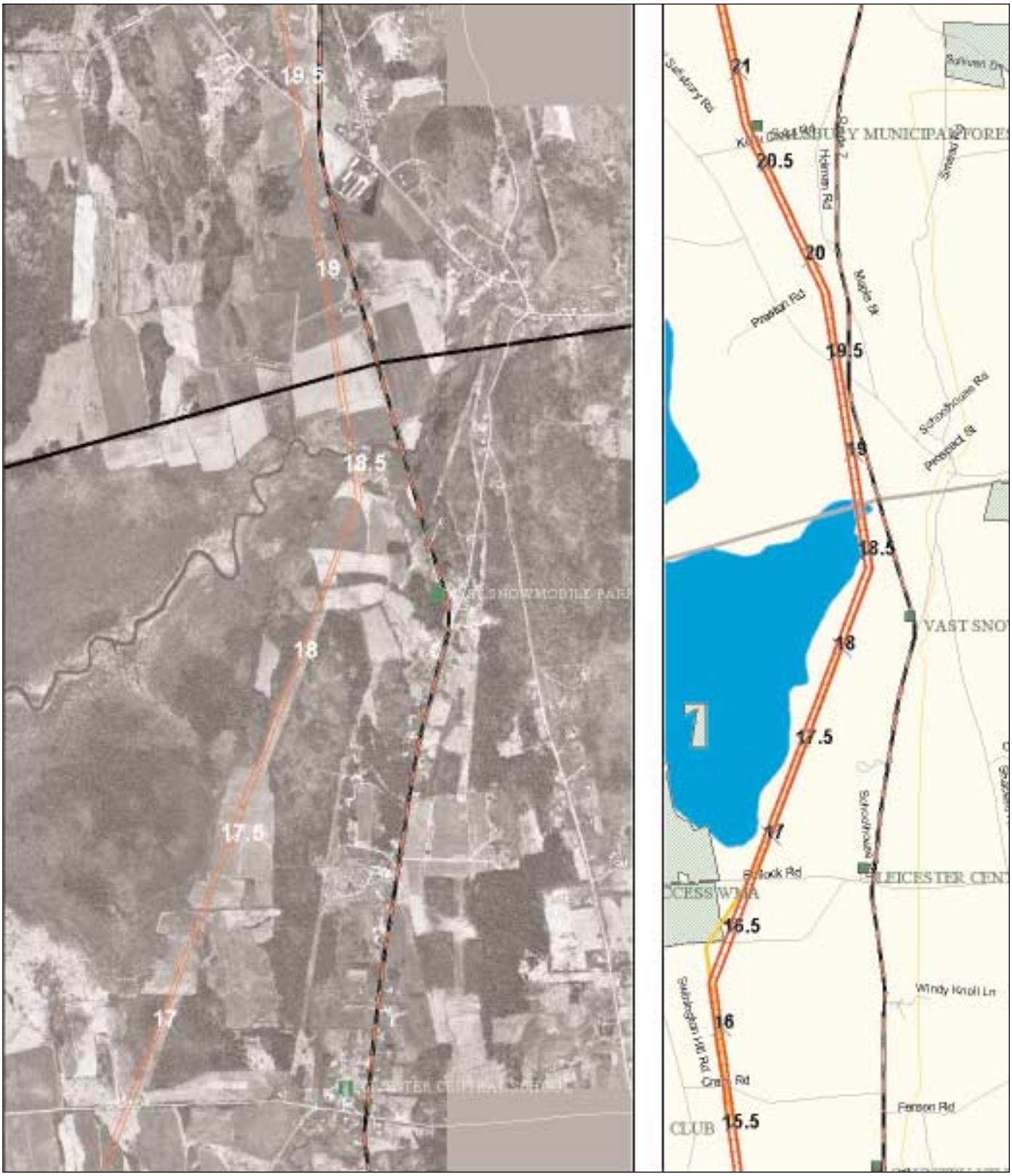
View up hillside as transmission corridor heads north. This cut is seen in more distant views of the tree-cut from the road. The widened cut and layer structure will combine to greatly increase the presence of the corridor and undermine the scenic quality of the area. Thus, this section of proposed corridor will impact the aesthetic qualities of the area, resulting in an adverse impact.

Mile 16.5

The towers as they appear on a snowy day looking north from Leicester - Whiting road, a highly travelled road that is open and agricultural in character. With one-half to one mile viewshed along the road changes here and the addition of new structures will adversely impact the character of the area.

Aerial Photograph Map and Location Map

DPS-DR-1



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Mile 18.0

Tower in wetlands, un-screened as viewed from Route 7.

Mile 19.4

View of lines looking south after crossing West Salisbury Road.

Mile 19.4

View east from West Salisbury road looking towards Route 7 as transmission lines cross W. Salisbury road.

Aerial Photograph Map and Location Map

DPS-DR-1

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Mile 19.6

View from Route 7 heading south, in advance of the intersection with West Salisbury Road.

Mile 20.8

View of the lines crossing through at Kelly Cross Road, near the Salisbury Elementary School

Mile 20.0

View south towards existing 115kV transmission line. This entire section from Mile 18 to 20 with proposed changes will impact the Route 7 viewshed and landscape resulting in an adverse impact.

Aerial Photograph Map and Location Map

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Mile 22.2

View east to transmission lines from Middle Road. Line is relatively well-matched with the tree line.

Mile 24.0

View from Shard Villa road off of Route 7. Existing line height does not exceed tree line.

Mile 24.4

View from Route 125 looking southwest at Route 7 as lines cross - note two towers surrounding Route 7. This area, as a gateway to a designated Vermont Scenic Road, will experience an adverse impact with the new corridor constructed.

Aerial Photograph Map and Location Map

DPS-DR-1

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Mile 24.5

View of towers through existing screening. Note that clearing in this area may be necessary.

Mile 24.5

View of lines as they cross Route 125, a gateway to a state-designated scenic road. Note existing 115kV structure at the roadside. Existing sub-transmission/distribution lines complicate the picture. This area, as a gateway to a state designated scenic road, will experience an adverse impact with the new corridor constructed.

Mile 24.7

Lines in the valley just before they cross Route 125 are fairly well screened.

Aerial Photograph Map and Location Map

DPS-DR-1

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Mile 25.5

View of the lines crossing Cady Road in Middlebury. The addition of the second set of poles and conductors will constitute an adverse impact to the open, agricultural, aesthetic qualities of the area.

Mile 25.6

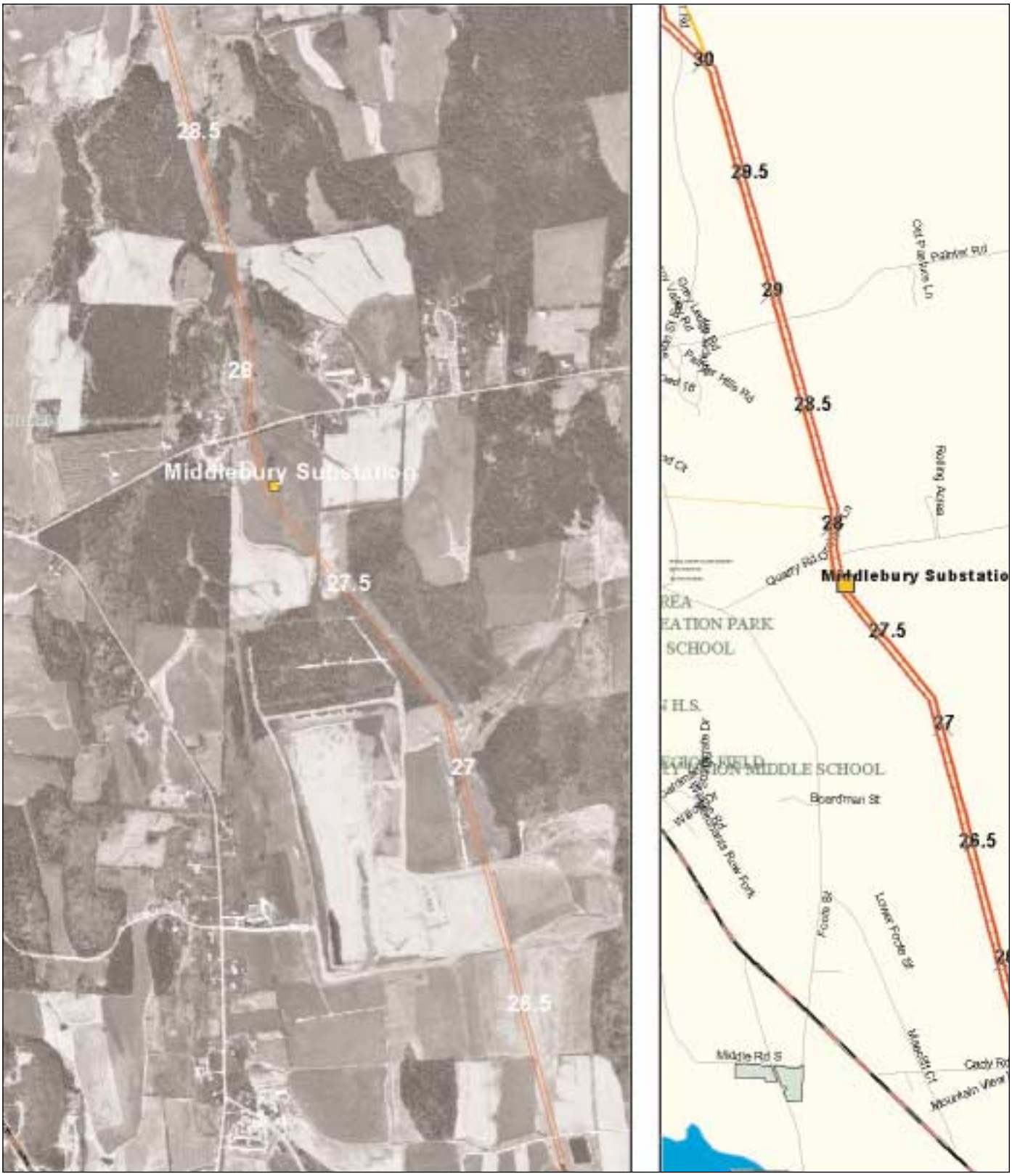
Note how the trees planted to screen the existing towers are effective. These trees should not be removed - rather supplemental trees should be planted to mitigate additional towers for the proposed 345kV line.

Mile 26.0

View of the lines from Foote Street, parallels the tree line and is relatively well-screened.

Aerial Photograph Map and Location Map

DPS-DR-1



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Mile 27.8

View of the Middlebury Substation.

Mile 27.9

View from the substation north looking at the existing 115kV line and 46kV lines. Note existing screening vegetation on the right which may need to be cleared for 345kV line. This area and the vicinity of the substation will be adversely affected with another line and additional clearing.

Mile 27.9

View from Quarry Road looking east as lines cross into the Middlebury Substation. Note the evergreen screening which blocks views of the towers from travellers heading west on Quarry Road - this screening may need to be removed for new towers.

Aerial Photograph Map and Location Map

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Mile 35.0

The line crossing at Town Hill Road. The areas of Painter, Halpin, Hunt and Town Hill Roads will experience an adverse impact with the addition of the second corridor, substantially affecting the character of the area with the doubling of the transmission corridor infrastructure and required clearing.

Mile 35.0

View of the lines approaching the New Haven Substation from the South (telephoto view).

Mile 35.0

Transmission lines as they approach the New Haven Substation. Note that the lines are well above the treeline screening behind.